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[a34-1]

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[a1472]

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[a728]

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12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
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Hongkong, 1st April, 1909.

[476]

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The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Secretary and Treasurer.

Hongkong, 14th September, 1910. [1056]

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will take place in the CLUB BATH, on the 22nd, 23rd and 24th inst. The HALF-MILE, to be swum in the open, is for the CHAMPIONSHIP of the Colony. Entries close on the 17th inst. Entry Forms obtainable from the Steward.

FRANK LAMBERT, Hon. Secretary.

Hongkong, 12th September, 1910. [1044]

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Every Comfort.
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Table D'Hotel at separate tables.
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Hongkong, 24th July, 1905. [a553]

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TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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WM. FARMER Proprietor

[a1044]

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MACAO.

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All comforts of a home.

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For Terms, apply to THE MANAGER [a213]

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BIRTH.
On 13th September, at West Dulwich, London, the wife of G. W. Gordon, Commander P. & O. S. S. Delhi, of a son. [1061]

HONGKONG OFFICE: 10A, DES VUEZ ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1910.

THE general public has heard but little for many months past of the enterprise which was started at Hankow a couple of years ago by the International Export Company, and many have perhaps concluded that the strong prejudice which was worked up in England against frozen pork from China had smothered the enterprise in its infancy. Both the British Consular Report and the Report of the Commissioner of Customs at Hankow serve to correct that impression, for we are told that the Company is making very large additions to its premises. To borrow the words of the Commissioner of Customs, "as no one would credit the Company with throwing good money after bad, it must be presumed that the venture has, on the whole, justified expectations." If we recollect aright, it was stated at the time the Company started operations that they had sent out about £30,000 on their refrigerating plant, and it may well be imagined that they would not be ready to close down the establishment on meeting their first rebuff. England cannot be the only market in the world for frozen pork. The prejudice of the British consumer is due to misrepresentation, or as the British Consul puts it, to "the confusion in the minds of the public between the ordinary

black pig of the Chinese towns—the scavenger pig of the globetrotter—and the special black and white variety which Hunan has for long years specially bred for export to Chinese centres, and which alone the International Export Company deals in." The Consul mentions that the existence of a Government salt monopoly bars the way to the local curing of bacon, "which would greatly benefit the home consumer." We presume the Consul means the British consumer, but we can see no grounds for thinking that Chinese bacon would be any more welcome in the English markets than the frozen carcass. The prejudice—mistaken prejudice though it may be—is against the habits of the pig, and that prejudice will need to be overcome before a remunerative market can be found for the meat in any form. It is unfortunate for the Company that their enterprise should have been threatened with disaster by a prejudice arising out of a confusion of the varieties of Chinese pig; but while every effort is being made to correct the misapprehension the Company is evidently able to keep its head above water by pushing the other branches of its business. The most successful part of the business, so far, we learn from the reports, has been that of frozen poultry, though the Commissioner of Customs says the native bird still protests against all efforts to fatten it. Large quantities of wild fowl, comprising geese, duck, teal and snipe, a few bustard, pheasant, quail, deer and hares, have been shipped by the company, besides thousands of domestic ducks, chickens, pigeons and the frozen contents of fresh eggs. Even this side of the business has serious difficulties to contend against. The export of frozen game is only permitted during three months of the year, and unfortunately the months during which it may be shipped do not include the high-water season when steamers with the necessary refrigerating plant can reach the port. The frozen beef trade is not being prosecuted, in deference to native feeling on the subject; while the egg business has been checked by high prices. "But it must be remembered," says the Commissioner of Customs, "that the magnitude of the Company's operations is one of the chief causes of the rise in prices." We note that the shipment of fresh eggs at Hankow fell off last year to the extent of fifteen and a half millions, and that the Chinese albumen factories in the port are feeling the effects of the Company's demand for eggs, as the increasing price has made it difficult for the firms established in Hankow to compete with the Chinese factories at Wuhu and Chinkiang, which sell their produce in the Shanghai market. But, more broadly considered, the operations of the Company must be very beneficial to the native producers in the districts from which they draw their supplies, and the Company ought, therefore, to be able to count at least on the good-will of the people, which in China is a factor of much importance to the success of a foreign enterprise of this description. The Company must be fairly well satisfied with the results of their operations, and the fact that they are making large additions to already extensive premises is proof that, in spite of the obstacles we have enumerated, they are not without confidence in the future of the enterprise.

Lady Mody was among the passengers from Bombay by the P. & O. steamer Delhi yesterday.

Queen Alexandra on the 29th ult. forwarded to Miss Weston £105 towards her Bedford Relief Fund.

The Officers of the Buffs have presented to the Hongkong Jockey Club a handsome cup for the next annual race meeting.

For striking a lukong and behaving in a disorderly manner Mr. J. R. Wood at the Magistracy yesterday fined a Chinese \$5, the alternative being seven days' imprisonment.

For stealing six dozen razors, valued at \$82, from the Wing Sun Company, Mr. E. R. Hallifax at the Magistracy yesterday sentenced a native to three months' imprisonment with hard labour.

The entire Philippine naval station is agog over the expectation that Olongapo, Philippines, may soon lead the world in the building of an airship that will revolutionize the navigation of the air.

The two Chinese arrested at Penang in a sampan off the steamer Glenogle in possession of a large quantity of morphine and cocaine, mentioned in yesterday's Daily Press, have been liberated on a bail of ten thousand dollars.

Before Mr. J. R. Wood and a jury at the Magistracy yesterday afternoon an inquiry was held concerning the death of a Chinese prisoner in Victoria Gaol. The medical evidence showed that death was due to natural causes, and the jury returned a verdict accordingly.

Last week the dead body of Mr. F. A. Meyer, a Swiss employed in the office of the Netherlands Trading Society at Singapore, was found lying beside a bicycle in Holland Road, about 7½ miles from town. He had been dead for some time and the circumstances surrounding the occurrence are still enveloped in mystery. A large fracture was found at the base of the dead man's skull and this undoubtedly was the medium of death.

Vicount Terauchi, Resident-General, has issued an Order for Chosen (Korea) providing that those foreigners who are denied freedom of residence by treaty and who are engaged in labour shall not be allowed to reside or carry on their business outside the limits of the late Foreign Settlements, without obtaining the special permission of the local Governors. [This is apparently aimed at Chinese.]

Mr. Stuart J. Fuller, while at Ceylon, on his way to take up his new post as American Consul at Galle, was trapped by an "interviewer," who induced him to talk regarding the export of Chinese labour to the Straits, and trade conditions generally. Mr. Fuller, replying to a question, remarked that if America wished to improve her trade with China she must "come out and get it." There were just now very few American houses in the Far East. The Standard Oil Company had been doing a good business, and the Pacific Coast Flour Companies had been doing very well, but the Chinese mills at Shanghai were now doing a considerable proportion of the business.

THE OPIUM MONOPOLY TAX.
BRITISH PROTEST.

The following telegram has been sent to the Viceroy of Canton by the Waiwup:—
"In reference to the Board's telegram to you of the 30th of the 7th moon.

"The British Minister has again reported that opium has been illegally seized in Swatow, Samshui, San Tong and other places. Protest had been repeatedly made against such action without effect. The illegal seizure of opium still continues. The Minister's information is that on the 4th day of the 7th moon the firms named Po Fung and Po Ying were each fined \$350 for having sold 116 balls of opium without reporting the same to Kwong Wing Yuen, the opium farmer, and failing to ask the purchasers of the opium to pay the new tax. This opium, it is stated, was sold by the two firms previous to the new tax coming into force. Also the firm of Cho Koo of Shui Hing was forced under threats of cancelling their licence, to pay the new tax on eight chests of raw opium sold before the new law. The farmer took no notice of the fact that the duty was a new tax on the said opium had already been paid. The British Minister states that he reported these actions of the Canton authorities to his Home Government, and has received a telegram stating that though the general question is still under discussion a strong protest should be made at once against the action of the Canton Authorities.

"It has come to our knowledge that the so-called prepared opium tax is in reality another tax on raw opium. Whatever explanation may be given, it will not be accepted by the foreigners. Therefore, all the opium seized should be released, no fines must be imposed in such cases, and other arrangements must be made so as to avoid complaints endangering the position.

"When the Board was discussing the question, a telegram was received from Chan Ki Kin, President of the Anti-Opium Bureau of Kwangtung, to the effect that Leung Chin Tong, the farmer of the prepared opium tax, was himself engaged in smuggling opium into the interior; that he is offering bribes and otherwise acting in violation of the regulations. Repeated complaints had been made by foreigners, and the telegram says that if he is not dismissed the anti-opium movement as well as the tax will be seriously affected. Please make investigation forthwith and appoint a trustworthy merchant in his place. As complaints have been made by foreigners as well as Chinese, it is evident that the farmer is not conducting the business in a proper manner. Therefore, better arrangements should be made. Dismiss the farmer, if necessary, after a thorough investigation so as to avoid complaints. Please give orders to comply with these instructions and wire the result to the Board."

IMPERSONATING SANITARY BOARD INTERPRETERS.

The case at the Magistracy in which two Chinese were charged with obtaining money by false pretences, and with conspiracy to defraud, was concluded yesterday. One of the defendants was a ward boy in the Lunatic Asylum, and the other said he was a policeman from Canton, but the local police records showed that he had been banished from the Colony five years ago. The evidence showed that the defendants approached a tradesman in the Western district, and "one of them informed him that he had erected a furnace for boiling bones without the permission of the Sanitary Board. The tradesman asked what he should do, and he was informed that if he sent a present to the Sanitary inspector of the district no proceedings would be taken against him. The sum of \$10 was then handed over to the alleged interpreters. After hearing the evidence his Worship (Mr. Wood) sentenced each of defendants to three months' imprisonment with hard labour.

SERIOUS FIRE ON S.S. "KUM CHOW."

PANIC-STRIKEN PASSENGERS JUMP OVERBOARD.

A serious fire, which is believed to have occasioned considerable loss of life, occurred on the steamer Kum Chow at about two o'clock yesterday morning. At that hour the firemen were aroused from their slumbers by the clanging of the fire bell, and on turning out they observed the sky at West Point lighted by a lurid glare. They hastened to the scene of the blaze, and on arrival on the Praya found that it was on shipboard. The Kum Chow was lying about one hundred yards out and to the westward of Jardine's wharf, and when the brigade arrived she was, as one of the firemen described it, "blazing like a burning mountain." The fire fighters pushed off to the vessel in sampans, and were soon working strenuously to quell the outbreak, and it was not long before the two fire-boats were in attendance to assist them.

The Kum Chow is on the Saigon run, and was to leave for the latter port early on the morning of the outbreak. She was laden with rice and general cargo, and had 25 Chinese passengers on board, as well as a large number of sheep in pens on the upper deck. The origin of the fire is at present a mystery, but it is surmised that it might have occurred through the carelessness of some of the Chinese passengers, or during the coaling of the vessel, for coaling operations were being carried on through the night. The fire is believed to have broken out in the upper hold just below the main deck, which was stored with general cargo, and in which a number of the passengers were quartered, but various opinions prevail as to the part of the ship in which the outbreak originated.

It would appear that the fire had a firm hold before it was discovered, for when the firemen arrived under Lieut. Beckwith and Assistant Superintendent Baker it took two hours' hard fighting before it could be got under control. Extensive damage mostly to the fittings of the vessel was done between the engine-room and the fore hatch. On account of the holds being battered down the blaze had little opportunity of extending to the cargo, but it reached a number of tins of kerosene, and the ignition of this combustible liquid added to the fury of the flames, which subsequently reached the paint locker, and the bursting of tins of paint which followed led the firemen to believe that the vessel was carrying dangerous cargo.

Measured on this point, however, they worked with a will. Down in the holds, blinded with smoke and half-enclosed with noxious gases, the firemen lay on their stomachs and with their hose trained on the parts where the fire seemed to have the firmest hold, poured a constant stream of water on the flames. The two fire-boats also discharged a large stream of water into the ship from either side, but so great was the volume that the donkey engines broke down and did not come with it, and more than once the holds had to stop work. On one occasion the hold of the ship was so full of water, and the pressure of the supply from the new float was so great that the vessel took a dangerous list to starboard, and it was feared that she was going to heel over.

Even then the firemen did not leave their posts. It was discovered that the fire had the firmest hold and was doing most damage in the vicinity of the paint locker, but there the heat was so great that it was impossible to get within working distance from below, so nothing remained but to knock a hole through the upper deck and thus gain access to the locker from above. This was done and not more than half an hour afterwards the brigade had the outbreak under control. Subsequently it was discovered that the companion ways were destroyed, also the officers' quarters and all their effects. The bridge was badly charred, and the telegraph was rendered unworkable.

While the fire was at its height and the reports of the bursting paint drums continued, a panic occurred among the Chinese passengers and even extended to the native crew. Confusion was made worse confounded by the breaking loose of the two hundred sheep quartered on the main deck. These rushed about bleating loudly. Many passengers leaped overboard and most of the Chinese seamen are said to have followed suit. Fortunately there were numerous sampans in the vicinity and many were rescued from the water, but it is feared that quite a number were drowned. The firemen have nothing but praise for the European officers of the vessel, who worked side by side with them and used their best efforts to stay the panic which had started amongst the passengers. But their endeavours were unavailing. The Chief Officer at one time was reported missing, and it was feared that he had met his death under hatches. Later, however, he appeared from below with scorched face and singed hair to relieve the anxiety of his comrades.

When day dawned yesterday two bodies were picked up in the harbour and removed to the mortuary. A number of children, who had been rescued from the harbour by the crews of sampans, were taken to the West Point Police Station. Most of them were claimed during the morning by their anxious parents. The extent of the death toll is at present uncertain, only four men having been reported missing, but it is thought that the number drowned will not be so great as was at first anticipated.

Petitions have been sent to Peking recently by the Chinese residents in the Dutch Colonies representing that the Dutch Government treat the Chinese residents very oppressively. The Peking Government is requested to instruct the Chinese Minister at The Hague to lodge a protest with the Dutch Government and request it to treat Chinese residents in the Dutch Colonies more considerately.

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE DEMOCRATIC VICTORY IN MAINE.

LONDON, September 14th.

The Democrats are almost dazed with the victory in Maine and are confident of a general landslide in November.

DOCK FOR DREADNOUGHTS.

LONDON, September 14th.

The Committee of the Clyde Navigation Trustees have recommended the Trustees to construct a dock for Dreadnoughts at Renfrew.

THREATENED LOCK-OUT IN LANCASHIRE.

LONDON, September 14th.

Public feeling in Lancashire is increasingly in favour of an effort to avoid a lock-out in view of the insignificance of the point in dispute.

The Mayors of eight cotton towns are strongly of opinion that a way out ought and can be found.

HONGKONG UNIVERSITY.

LONDON, September 14th.

The "Times" publishes an account of the progress of the effort to establish the Hongkong University. It refers to the German guarantee of £10,000 sterling annually in aid of the High School at Kiauchau, and trusts that the University's appeal to the British public will not be in vain.

MR. ROOSEVELT'S GIGANTIC TASK.

LONDON, September 14th.

Having concluded a fortnight's "stump," Mr. Roosevelt has started on the gigantic task of organising a New Republican Party within a fortnight to endeavour to secure victory in the State Convention.

The results in Maine, where the Democrats have carried the elections, are most significant, as Maine has hitherto been a Republican stronghold.

"THE PRIVATE SECRETARY."

The mirth-provoking piece, "The Private Secretary" was the attraction last night and needless to say the reputation which the Warwick Major Company have already won for themselves in the Colony ensured an excellent production, a fact which was not overlooked by the theatre-going community who attended in considerable numbers and gave deserved support to a performance about which nothing but the highest praise can be said. The comedy, which is aptly described as screamingly funny, was admirably presented. There was no exaggeration, no boisterousness. Everything was artistic.

The difficult part of the Rev. Robert Spalding, the private secretary, was undertaken by Mr. Robert Stephenson, who invested the role with all the fun and ludicrousness which the author designed it to have, and his work met with frequent applause. The ebullient old uncle from India was effectively portrayed by Mr. Rivington, who was responsible for much of the success of the production, and Mr. Kenneth Brampton very naturally represented the nephew who was desired to sow his wild oats, while Mr. Ashford as Mr. Jess Sweet was given a part of considerable importance as the tailor who wished so ardently to soar to the upper crust of society, and he filled it well, while Mr. Osbourne as Mr. Marsland, M.P.H., was certainly impressive. Miss Lilian Lloyd made a sweet Edith Marsland, and Miss Drowry was charming in the impersonation of her friend and companion, while Miss Nina Osbourne proved very satisfactory as Mrs. Stead. The work of Miss Minnie Rayner as Miss Ashford was distinguished by her usual ease and naturalness, and Miss Sweet's Dale essayed the part of Jane with success.

The s.s. Yunnan arrived in port yesterday with a large number of guns, boats, launches and general salvage from the ill-fated Bedford.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

September 13th.

MUTINY OF TROOPS.

News comes from the Lo Ting Prefecture of a serious mutiny among the troops. From this report it would appear that a soldier entered a gambling house and demanded a squeeze from the manager. The matter was reported to the officer in charge of the troops and the offender's head paid for his crime. This greatly incensed his comrades, and according to the report more than a thousand of the troops have deserted. Many of these are becoming a menace to the district, and the intervention of the authorities has been requested.

SOLDIERS AND POLICE.

There appears to be a great deal of friction between the soldiers and the police. The troubles at the New Year are still fresh in the minds of everyone, and a few days ago an incident occurred which for a time threatened to become equally serious. A soldier bought some fruit from a stall-holder, and then refused to pay the full price. A quarrel arose, and the soldier struck the vendor on the head, hurting him severely. The Kaifong, seeing what was going on, came to the fruit-seller's assistance, and called in a policeman, who with the aid of the bystanders took the soldier into custody. The officer in charge of the police station then handed the man over to his regiment, after he had ordered him to pay the unlucky fruit-seller \$1 compensation. When the news of their comrade's arrest came to the ears of his regiment, the men became very excited and threatened to make an attack on the police station. However, the military officers, having profited by past experience, ordered an immediate parade and roll call, and order was seemingly restored. In the evening, however, several soldiers succeeded in leaving barracks, and found their way to the police station, where they found the constable who had effected the offending soldier's arrest. They severely assaulted him, but the noise of the quarrel aroused the Kaifong, and assistance was at once telephoned for. On the arrival of a strong body of police the soldiers made off, and no further trouble has transpired, but the incident shows what a tiny spark can create trouble here. The unfortunate policeman is not likely to recover from his injuries.

WHOLESALE ROBBERY.

An incident has lately happened in the over-troubled Shan Tak District, which shows the terrible state of affairs that exists in some of the country districts of South China. A gang of men stated to number more than a hundred, and dressed in the garb of yamen runners, suddenly made their appearance in Kam Li Sah, which is a large village in the district in question. They made their way to the house of a rich family and looted it completely. They then paid their unwelcome calls on every rich man's house in the village and they looted with practically no opposition no fewer than 10 houses. Meanwhile constabulary remained in the village, and the watch were called out and endeavoured to cope with the brigands, but they were repulsed with the loss of several of their number. The bandits are said to have got clear away with valuables to the extent of \$10,000. Several persons were carried away to hold for ransom, and one man who endeavoured to protect his property was shot dead. The matter is now in the hands of the district magistrate, but he is not likely to do much, for he is noted as an incapable. Over three hundred robberies, beside murders and kidnappings have taken place in this particular district since the New Year.

RUMOURS.

A tale is going the rounds here that the Governor of Kwongai, Chang Ming Ki, is to be appointed Viceroy on the completion of his mission to Peking, and that Admiral Li is to be named Governor of Kwongai. There is, however, no official confirmation of this news.

A BIG FIRE.

A terrible fire occurred a few days ago in the Western Suburbs. It appears that the cook to the establishment, being a careless fellow, let a piece of blazing wood come in contact with a tin of kerosene oil. There was at once a big blaze and the flames were soon out of control. The shop contained the fumes, five of whom were sleeping upstairs unaware of the outbreak of fire. Four of these were burnt to death, while the fifth, who endeavoured to save himself by jumping to the ground, succumbed to his injuries. The building was completely destroyed.

WEATHER.

After weeks of the most terrible heat a cooler season has now set in. Although midday is still very hot the mornings and evenings are now delightful.

HONGKONG CRICKET CLUB.

CONCERT.

The programme arranged for the forthcoming concert is as follows:—

- Part 1.
Selection ... "Cavalleria Rusticana," ... Mascagni.
Band of The Buffs.
Tenor Solo ... Selected.
Mr. E. W. Goldring.
Violin Solo ... "Adoration," ... Borowski.
Mrs. R. C. Edwards.
Supra Solo ... "Cupid at the farty" Ed. German.
Mrs. Frank Maitland.
Humorous Song ... Selected.
Mr. W. G. Worsley.
Selection ... "The Gondoliers," ... Sullivan.
Band of The Buffs.
Part 2.
Selection ... "The Dollar Prince," ... Fall.
Band of The Buffs.
Sword display by Corp. F. Burgess, R.G.A. (King's medalist).
Tenor Solo ... "Behold! 'tis night" ... Bohr.
Mr. G. P. I. Maier.
Contralto Solo ... "Kathleen Mavourneen" Crouch.
Mrs. A. G. Gordon.
Humorous Song ... Selected.
Mr. R. M. Crosse, R.G.A.
Selection ... "Faust," ... Gounod.
The Band of The Buffs.
Accompanists, Miss D. Page, Mr. E. J. Chapman and Mr. Geo. Grimble.

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THE STRAITS SETTLEMENTS AND THE SHIPPING RING.

THE CASE FOR THE CONFERENCE.

We have already reproduced the speech delivered by H.E. Sir John Anderson, Governor of the Straits Settlements, on the second reading of the "Freight and Steamship Bill," which was passed by the Legislative Council by 11 votes to 1. No little interest is felt in the subject in Hongkong, and in compliance with wishes expressed to us, we reproduce below from the Straits Times the lengthy speech delivered on the second reading by the Hon. Mr. Darbi-shire in defence of the Shipping Conference.

Mr. DARBI-SHIRE said, Sir, in the debate on this question of shipping conferences on April 11, I took as my text certain points raised in the petition presented to the unofficial members, and I showed, I take it conclusively, as my facts and figures have never been either in this chamber or out of it, that the men and things which I have mentioned are in complete ignorance of the real condition of the trade of this colony. As the hon. Attorney-General has thought fit to base this bill on the motion which was carried on April 11, I cannot do better than refer to a few words to the debate which took place on that day. The hon. member who introduced the motion in my opinion put forward no evidence at all, except hearsay evidence, in support of his contention that shipping conferences had been injurious to the interests of the colony. He based his speech with a more or less accurate account of the reasons for the necessity of the conference and for the necessity of the active co-operation of some of the merchants here. He then referred to the report of the sub-committee of the Chamber of Commerce in 1907, which was based upon, and contained a glaringly misleading record of, the progress of our export trade. Follows said the hon. member, council paper 27 of 1908 a report on conferences by the Registrar of Imports and Exports. Of the inconsistent narrow-mindedness and absolute lack of any evidence of commercial understanding in this paper it is unnecessary for me to tell, but allusion I must make to statement F., in which Mr. Stuart attempted to show that the net loss of Singapore export trade in ten years since the conference began was 5,746,000 pounds. I wonder if the hon. member who brought this paper forward as proof of the urgent need of legislation to relieve our threatened trade ever took the trouble to add up the totals of the two periods ante and post conference. If he had done so he would have found that in every item, except pepper and gambier, there were increases in shipments during the conference regime. Mr. Stuart passed over gutta serena, oilcake, pineapples, altogether, with the remark that they were new business or shown in values only. Can you conceive of anything more ridiculous or unreasonable? Our exports of pineapples alone in the post-conference period exceeded the ante-conference period on his own showing by 20 million dollars, and the reduction in pepper and gambier production is no doubt due to the withdrawal of capital and labour from their development for transfer to pine. The true facts of the case are, if, instead of juggling with figures and shuffling with lures, the totals of the two periods are compared, that there is an increase in the second over the first ten years of 6,500,000 pounds and over and above that there are twenty million dollars worth of pine. But the crowning triumph of all in this statement is pepper, one of the few gains conceded by Mr. Stuart. Note how this gain is arrived at:

1897-91	1410 thousand piculs
1892-6	1669 " gain 259,000
1897-01	1000 thousand piculs
1902-6	1380 " gain 383,000

—net gain 121,000. Here, apparently, the conference has, according to Mr. Stuart, done some good, the expansion before the conference has been exceeded by the expansion since. Add up the two five years periods before and after, and you will find that before the conference there were shipped 5,799,000 piculs and after it 2,380,000. A reduced total shipment of 699,000 piculs or 42,000 tons. In Mr. Stuart's case if the statement had been a total failure in crops and production during the first five years after the conference, if business had actually stopped, I could easily show a gain of over one million tons due to the conference even though total shipments had fallen off by more than that tonnage in the last of the two ten-years periods. On the same basis imports of the United Kingdom could be shown to have fallen off by 90 million pounds in the periods comprised in the report.

A veritable *reductio ad absurdum*. Then the hon. member went on to refer to the Colonial Secretary's report of 1907, which, I submit, would never have carried the weight it has done if the Colonial Secretary had not been grossly misled by the erroneous conclusions arrived at in the two documents I have referred to—for whereas he was labouring under the delusion that in the ten years of conference away our exports had diminished by 230,000, the true facts were that they had increased by 270,000 tons, an error of half a million tons. Finally, said the hon. member, in triumph, we have the public petition signed by Europeans and all the races asking "to be freed from the evil effects of shipping conferences." Having failed to support by a fact or a figure their contention that their trade was being hampered and restrained, those petitioners, solemnly put their good right hands to the statement that "they themselves were suffering deeply from the loss of trade and consequent depreciation of property, etc., etc." Poor little sufferers. Poor Guthrie & Co., Ltd. Poor Straits Trading Co., Ltd., with their 60 per cent profit on tin. Poor Banks who have increased their establishments at double the rate which was called for before the conference began. Poor Ribeiro & Co., who have been compelled to evacuate their palatial premises in Battery Road to move into their present shanty in the Square. Poor Hogg & Co. Poor Montague Harris! [All this, said the hon. member, formed a "veritable chorus of condemnation." I should prefer to liken it to one of those mechanical orchestras which one meets with in circuses worked by steam, suction gas or hot air, and under the perfect control of one man. Which man? Ah!

As regards the preferential rebate the hon. member made the remarkable statement that it differed altogether from the charterer's profit, and was a tax on the producer and the other was a tax on the shipowner. Both profits are, as a matter of fact, retained in the colony, and to exactly the same extent are a burden upon the producer just as is any other profit made on the distribution of produce either by merchants, brokers and bankers, or as is any Government duty or tax or doubled rail freight. What is actually taken out of the colony by the shipowner is in one case the gross freight less the 10 per cent. deferred and the 5 per cent. preferential rebate and the loading commission, and in the other case the charter money less the commission on it. The preferential rebate, as did the charterer's profit, remains in the hands of merchants trading in the colony and is to exactly the same extent, if you like to call it so,

a tax on the producer. Does anyone suppose for a minute that in the old days the shipowner did not reckon on the commission he would have to pay before he agreed to his charter money? It is really too elementary a blunder for me to take this as a rule to expose, but as it is typical of the many absurdities which have contributed to the noisy and ill-informed clamour against the conference, it is well that I should do so.

TANJONG PAGAR FIGURES.
 I think I have dealt at sufficient length with the speech of the hon. member to show that there was nothing in it to justify the preamble of the bill now before us, and I pass to the speech of the hon. and learned member for the Northern Settlement and the only remark in it which might create the impression that our trade was not flourishing was when he alluded to the "unsatisfactory stagnation of trade at Tanjong Pagar." As usual, not a fact or a figure to support this monstrous statement. I have gone into the records of Tanjong Pagar for the twelve years before the conference, the conference year and the twelve years since the conference and this is what I find:

TONNAGE.		Tons.
Average 12 years ante-conference	1897	2,342,507
Conference year (1897)		8,057,481
Average 12 years post-conference	1907	4,294,435
Increased to 1897		91,434 38%
Increased since 1897		1,877,934 36%

COAL DELIVERIES.		Tons.
Average 12 years ante-conference	1897	322,992
Average 12 years post-conference	1907	326,156
Increased to 1897		623,921
Increased since 1897		169,574 26%
Increased since 1897		137,065 36%

CARGO INWARD.		Tons.
Average 12 years ante-conference	1897	333,450
Average 12 years post-conference	1907	318,524
Increased to 1897		631,974
Increased since 1897		119,378 31%
Increased since 1897		107,940 33%

CARGO OUT.		Tons.
Average 12 years ante-conference	1897	338,420
Average 12 years post-conference	1907	483,193
Increased to 1897		127,543 40%
Increased since 1897		53,721 4%

Tonnage and coal deliveries have exactly maintained their progress. Cargo inwards has shown increased progress of 10 per cent. Cargo out has fallen off and is 4 per cent. less than in the conference year, though considerably more than before the conference. As regards this we need have no concern, as a reference to our export statistics will show it simply means that the only trade which is able to do so has left Tanjong Pagar for cheaper and easier handling in the roads—and I am not surprised. Bear in mind that this progress has been made in the face of conditions at Tanjong Pagar, the most appallingly inadequate to the demands of our trade, the loading trade every day and every night—so for the last few years owing to the shortighted and unalterable refusal of Government to relieve the pressure at Tanjong Pagar by allowing private enterprise temporarily to conduct coaling operations in the roads. Stagnation at Tanjong Pagar! Living in Penang the hon. and learned member cannot perhaps be expected to check such statements probably circulated by ignorant or blindly prejudiced persons, but it is a serious matter if our legislation is to be based on such statements.

THE FAMOUS PETITION.
 Passing on to the hon. Attorney-General's speech on April 11, he was much more frank; he confessed to having no familiarity with details of shipping rates or questions of freight. He said that the importance of the matter to the colony was apparent, assuming that all the signatories to the petition had an intelligent appreciation of the position. I leave you to judge as to that after what I have said, and remark that of all the British export firms in this port only two signed the petition, only one bank out of eight, only five bank assistants out of 57 signed it, and these, curiously enough, all in the Hongkong bank. If you are basing this bill on the petition you are working in the interests of a number of small foreign firms absolutely ignoring the opinions of the bulk of the merchants whose capital it is that is developing our trade. The hon. 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GENERAL NEWS BY TELEGRAPH.

[FROM SOUTHERN PAPERS.]

HURRICANE, DELUGES, AND LANDSLIDES.

London, August 28th.

A hurricane occurred yesterday morning. A destroyer and torpedo boat were blown ashore on the Clyde. A dredger on the Morsey turned turtle, and two persons were drowned.

Deluges of rain have fallen in Scotland and Ireland and have seriously damaged the crops. Many landslides have taken place, and shooting is suspended.

The crops in many districts of Ulster have been destroyed. The river Shannon has overflowed and twenty bridges have been swept away.

London, August 29th.

The destroyer which was blown ashore on the Clyde has been refloated, practically undamaged.

Later.

Further floods are reported this morning, and the rivers in Scotland and in the North of England are rising to an alarming height. More crops have been destroyed.

THE "CROWNED KING" SPEAKS.

London, August 29th.

Speaking at Killenny, Mr. Redmond said there were only two possible results of the Conference—one was an arrangement whereby the House of Commons became law during the same Parliament. The Tories might be afraid to face another election with the Lords as a millstone round their neck. The other result was the utter breakdown of the Conference and a General Election in January. If the Liberals compromised, the Irish would drive them from office within a month.

GOVERNMENT MAJORITY IN PORTUGAL.

London, August 29th.

Reuter, wiring from Lisbon, states that the results of the elections show a majority of Republicans in Lisbon, Oporto, and Beja. The other returns are not yet available, but a Government majority of 35 to 45 is anticipated.

Hitherto 47 Ministerialists and 28 Opposition candidates have been elected in Lisbon. Ten Republicans were elected at Lisbon.

Later messages from Lisbon state that 90 Ministerialists have been returned, 33 Monarchists and 12 Republicans.

London, August 30th.

Telegrams from Lisbon state that the elections are fairly quiet, except at Covilla, Braga, and Sabugal, where the voting returns disappeared. In a few other places the counts were scattered on the floor, invalidating the poll. The official counting is unfinished.

LORD CURZON AND OXFORD REFORMS.

London, August 29th.

The Hebdomadal Council at Oxford has issued a report, accompanied by an introduction by Lord Curzon. It recommends the reconstitution of the Faculties, with the creation of a General Board of Faculties, the reorganization of the teaching system, with definite classes, lectures, the reform of the Fellowship system and the substitution for the responsibility of a final examination to be held at Oxford or in schools elsewhere. It also includes proposals for facilitating the admission of poor men and accepts the principle that Greek will no longer be compulsory for the Arts degree.

INTERNATIONAL SOCIALIST CONGRESS.

London, August 29th.

Reuter wires from Copenhagen that the International Socialist Congress opened there today. A thousand Socialists, with bands and banners, marched in procession. Speeches were delivered by twenty foreign representatives, who were cheered.

London, September 1st.

Reuter's Copenhagen correspondent telegraphs that the International Socialist Congress, which 887 delegates are attending, has passed a resolution that unemployment will only disappear when capitalism disappears. The resolution also demanded compulsory insurance against unemployment by the authorities at the expense of the State.

RUSSIA TO BUILD FOUR "DREADNOUGHTS."

London, August 30th.

According to the St. Petersburg correspondent of the Daily Telegraph, four "Dreadnoughts" are to be built at Nikolaioff and Sevastopol for use in the Black Sea. They will be of 23,000 tons displacement, and a speed of 25 knots.

NAVAL REVIEW FOR THE KAISER.

London, August 30th.

Reuter's Berlin correspondent says that the Kaiser reviewed 150 warships at Danzig. On Sunday His Majesty went on board the flagship and witnessed the secret manoeuvres of the torpedo boats in the patrolling area yesterday and Sunday.

OBITUARY.

London, August 30th.

The death is announced of Sir Charles Euan Smith.

THE GREAT GALE AND RAINSTORM.

London, August 30th.

The gale and rainstorm continues throughout the United Kingdom, crops being ruined. In the Glasgow suburbs people are boating in the streets. The Tay at Perth overflowed, inundating two thousand acres.

CAPTAIN SCOTT'S EXPEDITION.

London, August 30th.

Reuter wires from Melbourne that the Commonwealth does not intend to contribute to Captain Scott's Antarctic Expedition.

AMERICAN COTTON MANIPULATION.

London, August 30th.

New York telegrams state that Eugene Seales began business some years ago with a capital of 800 dollars. He was associated with Hayne, Brown, and Patten in the present raid, but Patten dropped out when the Grand Jury indicted certain speculators under the Anti-Trust law. Since then the trio have operated alone.

COLONIAL OFFICERS' APPOINTMENT AT ALDERSHOT.

London, August 31st.

A scheme for absorbing Colonial officers into the Army has been elaborated by the Imperial General Staff, and has been initiated at Aldershot, where Colonel H. R. Davies, of the New Zealand Militia, has been appointed to succeed Brigadier-General Colin Mackenzie, who was in command of the 6th Infantry Brigade at Aldershot.

DEFENCE SHORTAGE, OR COMPULSORY SERVICE.

London, August 31st.

Lord Escher contributes an article to the National Review, in which he pays a tribute to Mr. Haldane's remarkable effort to organize an

Imperial fighting force, but is of opinion that it is impossible to procure 60,000 territorial recruits, which are required annually. The country is confronted with the grave alternative of leaving the defence force below the necessary minimum and compulsory service.

TRADE WITH THE COLONIES.

London, August 31st.

A Trade Report states that the imports from the Colonies last year increased by over seven million millions, and imports from foreign countries by fifteen millions. The exports increased by twenty-two millions.

A FRENCH CATHOLIC SENSATION.

London, August 31st.

The latest Catholic sensation is a Papal letter condemning a French organization called "The Sillon," formed over a decade ago by M. Marc Sangnier, who left the Army in order to spread the Gospel. He worked with amazing energy until "The Sillon" grew to be a power in the land, aiming at reconciling the Catholics in France with the Papacy and always affirming the republicanism of the Catholic faith.

The Pope denounces the organization as wandering from the true faith, and demands a change of the name to "Catholic Sillonists" and the withdrawal of M. Sangnier.

The latter has accepted the Papal dictum and declares that it is a victory for the Conservatives of France.

LORD KITCHENER AND THE TERRITORIALS.

London, August 31st.

Criticism of the Territorials has culminated in strong suggestions that Lord Kitchener should be given a free hand to examine and report upon the force.

ROOSEVELT'S PHILIPPINES.

London, August 31st.

Speaking at Oswatowies, Mr. Roosevelt delivered a most forceful speech. He said he stood for a square deal and insisted that the National and State Governments should be freed from sinister influences and special interests too often corrupting men and methods. He urged that the political activity of Corporations must be ended, and efficient State regulation, especially of railways, be established.

SPEAKING AT DENVER, MR. ROOSEVELT ATTACKED THE SUPREMACY COURT FOR ITS CONSERVATIVE DECISIONS.

London, August 31st.

The Government must not permit neutral ground between the State and Federal administrations to be made a place of refuge for corruption and intrigue.

The Mayor of Denver, who is a Democrat, said that the bulk of Western Republicans and many Democrats would not be satisfied until Mr. Roosevelt was again President.

MR. ROOSEVELT, SPEAKING AT KANSAS CITY, SAID THAT THE GREAT VIRTUE OF HONESTY WAS A PRIME NECESSITY TO NATIONAL SUCCESS.

London, September 2nd.

Mr. Roosevelt, speaking at Kansas City, said that the great virtue of honesty was a prime necessity to national success. The first to attack scoundrels in any party should be the honest men of that party. Their fight was against both swindling corporations and black-maling, bribe-taking politicians.

THE COTTON CORNER IN NEW YORK.

London, August 31st.

The cotton corner in New York is expected to have little or no effect on prices and operations in England. A leading cotton broker declares that it is purely a local operation as the result of a big fight between "bulls" and "bears."

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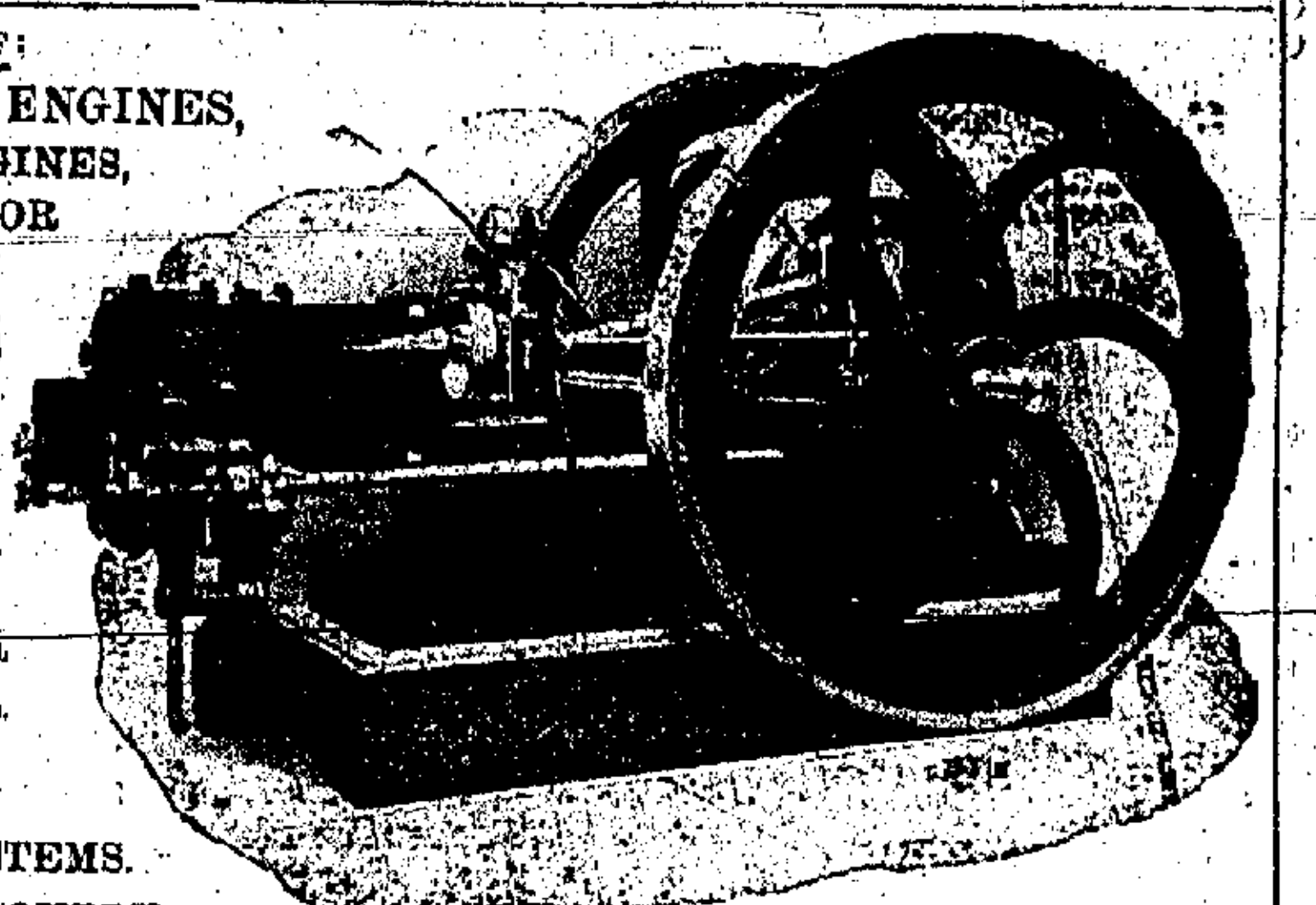
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MALAY STATES

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CANTON

Canton, etc.

SHANGHAI

Shanghai, etc.

YOKOHAMA

Yokohama, etc.

Kobe

Kobe, etc.

OSAKA

Osaka, etc.

Pusan

Pusan, etc.

Seoul

Seoul, etc.

Singapore

Singapore, etc.

Penang

Penang, etc.

Malacca

Malacca, etc.

Bangkok

Bangkok, etc.

Batavia

Batavia, etc.

Manila

Manila, etc.

Taiwan

Taiwan, etc.

Tientsin

Tientsin, etc.

Hankow

Hankow, etc.

Canton

Canton, etc.

Shanghai

Shanghai, etc.

Yokohama

Yokohama, etc.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 21st inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 5th Oct.
COPENHAGEN	TRANQUEBAR	Dan. str.	—	Wagner	MELCHERS & Co.	On 20th Oct.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBERTA	Ger. str.	k. w.	Gregory	MELCHERS & Co.	On 11th Oct.
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Lancelotti	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, &c., VIA PORTS OF CALL	TOURANE	Frean. str.	—	F. E. Cope	MESSAGERIES MARITIMES	On 27th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	Deinat	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	AMBRIA	Ger. str.	k. w.	R. Takada	HAMBURG-AMERICA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	Kunishi	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEITZ	Ger. str.	k. w.	H. Fraser	HAMBURG-AMERICA LINE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Bednarz	NIPPON YUSEN KAISHA	On 26th Oct., at D'light
TRIESTE, &c., VIA SINGAPORE, &c.	VORWAERTS	Aus. str.	—	H. Formes	SANDER, WIELE & Co.	On 29th inst.
NAPLES, GENOA, ALEXANDRIA, &c.	BUELOW	Ger. str.	—	F. S. Cowley	MELCHERS & Co.	On 21st inst., at Noon
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	SUVERIC	Brit. str.	—	—	DOUGLASS & Co., Ltd.	On 27th inst.
VANCOUVER (DIRECT)	SUVERIC	Brit. str.	—	—	DOUGLASS & Co., Ltd.	On 27th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 17th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 8th Nov., at Noon
VICTORIA, B.C. & TACOMA VIA JAPAN	PANAMA MARU	Jap. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd Oct., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekins	NIPPON YUSEN KAISHA	On 30th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 8th Oct., at D'light
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Oct., at Noon
Kobe & YOKOHAMA	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
Kobe & YOKOHAMA	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	About 20th inst.
Kobe & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon
JAPAN	YOSHIDA	Brit. str.	—	Bouman	BUTTERFIELD & SWIRE	On 28th inst., at Noon
CHEFOO & NEWCHANG	PAOTUNG	Brit. str.	k. w.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
TIENTSIN	KUICHOW	Brit. str.	1 m.	V. McCloyant-Liddell	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	CHONGHONG	Brit. str.	—	Y. Fueno	OSAKA SHOSHEN KAISHA	On 19th inst., at Noon
SHANGHAI	BUJUN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon
SHANGHAI	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LINAN	Brit. str.	1 m.	C. Lindbergh	SANDER, WIELE & Co.	On 18th inst., at D'light
SHANGHAI, YOKOHAMA & Kobe	AUSTRIA	Aus. str.	—	Raichol	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
SHANGHAI	LOKANO	Ger. str.	—	F. Prosch	MELCHERS & Co.	About 21st inst.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	C. H. Longdon, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, MOJI, Kobe & YOKOHAMA	PALAWAN	Brit. str.	—	Soller	MELCHERS & Co.	On 26th inst., P.M.
SHANGHAI, Kobe & YOKOHAMA	OSCHIRIN	Frean. str.	—	Wagner	HAMBURG-AMERICA LINE	On 27th inst.
SHANGHAI, Kobe & YOKOHAMA	C. FRED. LAEITZ	Ger. str.	k. w.	Toschaka	NIPPON YUSEN KAISHA	On 28th inst.
SHANGHAI, MOJI & Kobe	BOMBAY MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at Noon
SHANGHAI, Kobe & MOJI	KUITSANO	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 6th Oct.
SHANGHAI, Kobe & YOKOHAMA	ARMENIA	Ger. str.	—	—	MELCHERS & Co.	On 6th Dec.
SHANGHAI, YOKOHAMA & Kobe	SIAM	Dan. str.	—	A. Pandor	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	TULLIWONG	Dut. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 18th inst., at 10 A.M.
SWATOW	DALIN MARU	Brit. str.	2 h.	A. H. Stewart	—	To-day, at 10 A.M.
SWATOW, AMOY & FOOCOW	HAIRUKU	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAIK & Co.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCOW	HAICHING	Brit. str.	2 h.	—	DOUGLAS LARPAIK & Co.	On 20th inst., at 10 A.M.
SWATOW, AMOY & FOOCOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAIK & Co.	On 23rd inst., at 10 A.M.
SWATOW, AMOY & FOOCOW	HAIXANG	Brit. str.	2 h.	A. E. Hoggins	DOUGLAS LARPAIK & Co.	To-morrow, at 9 A.M.
HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	LONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon
MANILA	ZAPIRO	Brit. str.	—	A. Fraser	SHEWAN TOMES & Co.	On 23rd inst., at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	Pennofather	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
MANILA	LUPO	Brit. str.	—	R. Bodger	SHEWAN, TOMES & Co.	On 26th inst., at Noon
MANILA & CEBU	KAIFONG	Brit. str.	1 m.	Mathies	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
INDIA & SANDAKAN	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	End of Sept.
SINGAPORE, COLOMBO & BOMBAY	TORA MARU	Jap. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	LAIBANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
BATAVIA, CHERIBON, SAMARANG, &c.	TULIATAP	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 17th Sept.	See Special of Call.
LONDON and ANTWERP	CANDIA	About 21st Sept.	Freight only
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. W. E. Hickey		
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN	About 22nd Sept.	Freight and Passage.
	Capt. C. L. Longden, R.N.R.		
LONDON and ANTWERP	SYRIA	About 5th Oct.	Freight and Passage.
	Capt. D. C. Greger, R.N.R.		

For Further Particulars, apply to

E. HEWITT,
Superintendent

Hongkong, 15th September, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"CHENAN"	On 15th Sept, 4 P.M.
CHEFOO & NEWCHANG	"PAOTING"	On 15th Sept, 4 P.M.
HAIPHONG	"SINGAN"	On 16th Sept, 9 A.M.
SHANGHAI	"LINAN"	On 18th Sept, D'light
MANILA	"TAMING"	On 20th Sept, 4 P.M.
LOILO & CEBU	"KAIFONG"	On 21st Sept, 4 P.M.
CHELO & TIENTSIN	"KUEICHOW"	On 25th Sept, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 30th Sept, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 15th September, 1910

BUTTERFIELD & SWIRE,
AGENTS

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 14th September, 1910.

DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SAWTOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHONG"	Capt. W. C. Passmore	FRIDAY, 16th Sept, at 10 A.M.
"HAIGAN"	Capt. J. W. Evans	TUESDAY, 20th Sept, at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 23rd Sept, at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. H. Stewart	THURSDAY, 15th Sept, at 10 A.M.
		SUNDAY, 18th Sept, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th September, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 15th Sept, 3 P.M.
MANILA	"LOONGSANG"	Friday, 16th Sept, 4 P.M.
TIENTSIN	"CHEONGSHING"	Monday, 19th Sept, Noon
SHANGHAI	"LOKSANG"	Tuesday, 20th Sept, Noon
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 20th Sept, Noon
MANILA	"YUENSANG"	Friday, 23rd Sept, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct, Noon

RETURN TOUS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANGANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to—

Hongkong, 15th September, 1910

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

1910, &

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building

Hongkong, 1st September, 1910.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SHANGHAI, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cape	9,000	WED'DAY, 28th Sept., at Daylight.
	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 12th Oct., at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKO. HAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon.
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	SATURDAY, 24th September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Teranaka	5,000	WED'DAY, 28th September.

— Calling at Saigon.
† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class	R. Y. 550.00
KITANO	9000	1st Mar.	2nd Class	R. 825.00
IYO	7000	15th "	3rd Class	R. 360.00
HIRANO	9000	29th "	1st Class	R. 540.00
TANGO	8000	12th April	2nd Class	R. 500.00
KAMO	9000	26th "	3rd Class	R. 750.00
AKI	7000	10th May	1st Class	R. 330.00
MISHIMA	9000	24th "	2nd Class	R. 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Points:	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	1st Class	\$ 230
INADA	7000	28th Mar.	2nd Class	\$ 221
TAMBA	7000	25th April	1st Class	\$ 260
AWA	7000	23rd May	1st Class	\$ 259

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,

Hongkong, 7th September, 1910.

MANAGER. [13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.
RUBY	2540	R. Rodger	Manila	On 24th Sept., Noon.

For Freight or Passage apply to

Hongkong, 5th September, 1910.

SHEWAN, TOMES & Co.
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. C. FRED. LAEISZ 27th Sept.	S.S. BADENIA ... 2nd Oct.
S.S. ARMENIA ... 6th Oct.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 21st Oct.	S.S. AMBRIA ... 4th Oct.
S.S. SILESIA ... 4th Nov.	For HAVRE & HAMBURG:
S.S. SUEVIA ... 16th Nov.	S.S. ALESIA ... 11th Oct.
S.S. ARABIA ... 30th Nov.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SCANDIA ... 15th Dec.	S.S. C. FRED. LAEISZ 23rd Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.
	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 15th Sept., at Noon.
TAMSUI VIA SWATOW, AMOY	"DAIJUN MARU" Capt. Y. KUBURAKI	SUNDAY, 18th Sept., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.
CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

703]

T. ARIMA,
MANAGERTHOS. COOK & SON,
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43-2

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Della, with the Siberian mail, is due to arrive at Hongkong to-morrow.

FOR	PER	DATE
Swatow	Hainan	Thursday, 15th, 9.00 A.M.
Bangkok	Thailand	Thursday, 15th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Buian Maru	Thursday, 15th, 1.15 P.M.
Macao	Sui Tai	Thursday, 15th, 2.00 P.M.
Singapore, Penang and Calcutta	Chien	Thursday, 15th, 3.00 P.M.
Shanghai	Pootung	Thursday, 15th, 3.00 P.M.
Chefoo and Newchwang	Hirano Maru	Thursday, 15th, 4.00 P.M.
Kobe and Yokohama	Lycemoo	Thursday, 15th, 5.00 P.M.
Saigon	Michael Johnson	Thursday, 15th, 5.00 P.M.
Hoihow, Pakhoi and Haiphong	Chowfa	Thursday, 15th, 5.00 P.M.
Hoihow, Singapore and Bangkok		
Haiphong	Singan	Friday, 16th, 8.00 A.M.
Swatow, Amoy and Foochow	Hatching	Friday, 16th, 9.00 A.M.
Amoy	Typhoon	Friday, 16th, 11.00 A.M.
Macao	Sui Tai	Friday, 16th, 1.15 P.M.
Manila	Loongang	Friday, 16th, 3.00 P.M.
Bangkok	Pitmanok	Friday, 16th, 1.00 P.M.
		Saturday, 17th,
		Printed Matter and Sam-
		ples, 10.00 A.M.
		Registration, with late
		fee of 10 cents up to
		9.30 A.M.
		Registration, Kowloon
		B.O., 9.00 A.M.
		No late fee.
		Letters, 10.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA, HONOLULU & SAN FRANCISCO	Mongolia	Saturday, 17th, 10.00 A.M.
		Saturday, 17th, 10.00 A.M.
		Printed Matter and Sam-
		ples, 10.00 A.M.
		Registration, with late
		fee of 10 cents up to
		10.45 A.M.
		Registration, Kowloon
		B.O., 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	St. Albans	Saturday, 17th, 10.00 A.M.
Manila	Zafro	Saturday, 17th, 10.00 A.M.
EUROPE, &c., India via Tutuorin		Saturday, 17th, 10.00 A.M.
(Late Letters 11.00 to Noon Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M.		
Macao	Sui Tai	Saturday, 17th, 1.15 P.M.
		Saturday, 17th,
		Printed Matter and Sam-
		ples, 10.00 A.M.
		Registration, with late
		fee of 10 cents up to
		4.00 P.M.
		Registration, Kowloon
		B.O., 10.00 A.M.
		No late fee.
		Letters, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.)	Empress of India	Saturday, 17th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE		
Manila, Moji, Kobe, Yokohama, Hakodate, and Portland	Rygya	Saturday, 17th, 5.00 P.M.
Shanghai	Linan	Saturday, 17th, 5.00 P.M.
Swatow	Hainan	Sunday, 18th, 9.00 A.M.
Tientsin	Hainan	Monday, 19th, 11.00 A.M.
Swatow, Amoy and Foochow	Hainan	Tuesday, 20th, 9.00 A.M.
Singapore, Penang and Calcutta	Lansing	Tuesday, 20th, 11.00 A.M.
Manila	Taming	Tuesday, 20th, 3.00 P.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	Panama Maru	Wednesday, 21st, 10.00 A.M.
		Wednesday, 21st,
		Printed Matter and Sam-
		ples, 10.00 A.M.
		Registration, with late
		fee of 10 cents up to
		10.30 A.M.
		Registration, Kowloon
		B.O., 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
EUROPE, &c., INDIA VIA TUTUORIN	Bueloe	Wednesday, 21st, 3.00 P.M.
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Hilo and Cebu	Kaifong	Wednesday, 21st, 3.00 P.M.
Swatow, Amoy and Foochow	Hanyang	Friday, 23rd, 9.00 A.M.
Manila	Yuenang	Friday, 23rd, 3.00 P.M.
Manila	Rubi	Saturday, 24th, 10.00 A.M.
		Saturday, 24th,
		Printed Matter and Sam-
		ples, 10.00 A.M.
		Registration, with late
		fee of 10 cents up to
		10.30 A.M.
		Registration, Kowloon
		B.O., 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Tonjo Maru	Sunday, 25th, 9.00 A.M.
		Sunday, 25th,
		Printed Matter and Sam-
		ples, 10.00 A.M.
		Registration, with late
		fee of 10 cents up to
		10.30 A.M.
		Registration, Kowloon
		B.O., 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
Chefoo and Tientsin	Kueichow	Sunday, 25th, 9.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Changsha	Friday, 30th, 3.00 P.M.

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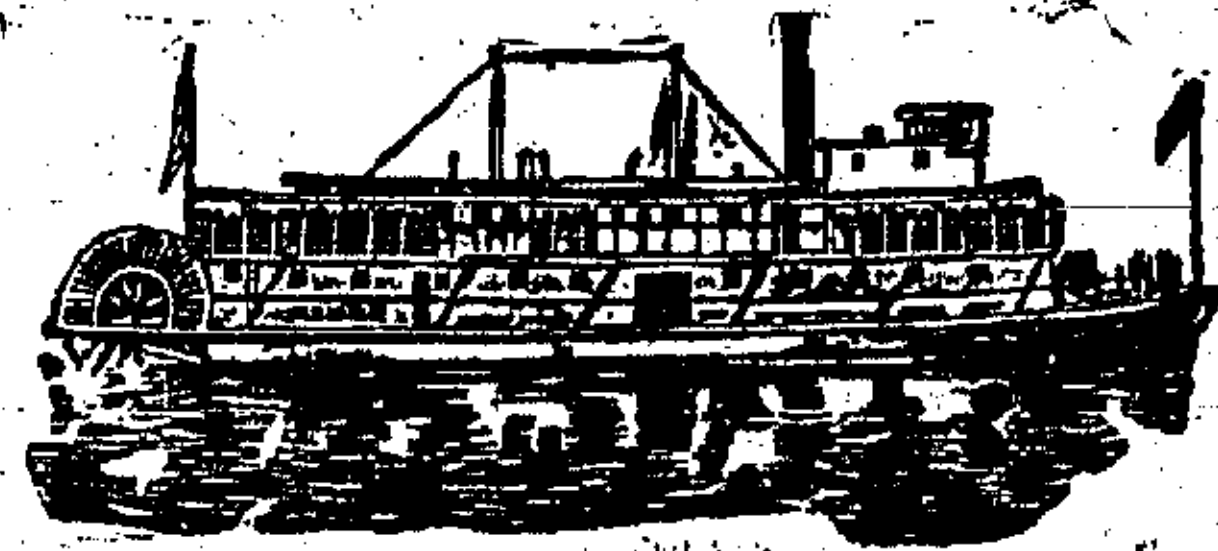
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in the woods, the world will make a beaten path to his door."—EMERSON.

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"HALL'S" DISTEMPER, ATLAS METALS AND SOUND MECHANICAL
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

September 14th.

ON LONDON :—		
Telegraphic Transfer	.....	193
Bank Bills, on demand	.....	193
Bank Bills, at 30 days' sight	.....	193
Bank Bills, at 4 months' sight	.....	193
Credits, at 4 months' sight	.....	193
Documentary Bills 4 months' sight	.....	193
ON PARIS :—		
Bank Bills, on demand	.....	226
Credits, at 4 months' sight	.....	230
ON GERMANY :—		
On demand	.....	183
ON NEW YORK :—		
Bank Bills, on demand	.....	43
Credits, at 60 days' sight	.....	44
ON BOMBAY :—		
Telegraphic Transfer	.....	134
Bank, on demand	.....	134
ON CALCUTTA :—		
Telegraphic Transfer	.....	134
Bank, on demand	.....	134
ON SHANGHAI :—		
Bank, at sight	.....	74
Private, 30 days' sight	.....	75
ON YOKOHAMA, — On demand	.....	88
ON MANILA — On demand—Pesos	.....	88
ON SINGAPORE — On demand	.....	76
ON BATAVIA — On demand	.....	107
ON HAMBURG — On demand	.....	11
ON SAIGON — On demand	.....	1
ON BANGKOK — On demand	.....	86
8 PERCENTS, Bank's Buying Rate	.....	\$11.10
4 GOLD LEAF, 100 fine, per tael	.....	\$58.30
BAR SILVER, per oz.	.....	24
SUBSIDIARY COINS.		
		per cent
Chinese	.....20 cents pieces	\$4.73 discount.
Chinese	.....10	\$4.67
Hongkong	.....20	\$4.55
Hongkong	.....10	\$4.49

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 14TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$935, sellers
National Bank of China, Limited	99,925	£7	£6	\$87, 10/-
Bank of China, Limited	8,604	12/6	12/6	\$76, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$8, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$8, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$1, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Loan Kung-Mow Cotton Spinning Co., Ltd.	8,000	Tls. 160	Tls. 160	Tls. 55.
Soy Cheong Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$72	\$6	\$19, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Wharves Dock Co., Ltd.	50,000	\$57	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 112.
FEARWICK & CO., LIMITED	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$4.75, x. div. sal.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$75, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$135.
H'kong & South China Steam Fisheries Co., Ltd.	15,500	\$10	all	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$187, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115.
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$97.
China Marine Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sal. & buy.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$12, sellers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$11, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$10, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$103, sellers
Douglas Steamship Co., Limited	80,000	\$50	all	\$32, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	60, (L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$9, sales
Star Ferry Company, Limited	10,000	\$10	\$10	\$11, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$25, sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$12, buyers
Watkins, Limited	10,000	\$10	\$10	\$63, sellers
A. S. Watson & Co., Limited	3,000	\$10	\$10	\$12, buyers
Weissmann, Limited	9,900 only	\$10	\$4	\$113, sellers
United Asbestos Oriental Agency, Limited	100 shares	\$10	\$10	\$300.
Union Waterboat Co., Limited	50,000	\$10	\$10	\$8, buyers
RUBBERS.—				
Allagars	750,000	2/-	all	25/-
Anglo-Malays	1,500,000	2/-	all	\$13 (Str.)
Balgownie	151,200	\$1	all	38/6
Batu Tiges	70,000	\$1	all	63/6
Bukit Kajang	80,000	\$1	all	118/-
Cantolide, fully paid	70,000	\$1	all	118/-
Chorvot	30,000	\$1	all	118/-
Eastern and International	250,000	\$1	10/-	20/- prem.
Highlands and Lowlands	307,145	\$1	all	117/6
Kamunings	1,825,000	2/-	all	63 prem.
Kuala Lumpur	180,000	\$1	all	82/6
Labas	100,000	\$1	all	84/6
Ledbury's	100,000	\$1	all	13/-
Linggis	900,000	2/-	all	6/6
London Asiatics	1,266,000	2/-	all	7/3
London Ventures	1,750,000	2/-	all	7/3
Meremans	50,000	\$2	all	\$28 (Str.)
Petrol	100,000	\$1	all	\$31, x. div. (Str.)
Sandycroft	50,000	\$2	all	72/6
Sapong	100,000	\$1	all	\$14 (Str.)
Shelfords	65,000	\$1	all	15/-
Singapore and Johore	125,000	\$2	all	15/-
Sunatra Paras	995,000	2/-	all	15/-
Sungei-Kapras	90,000	2/-	all	15/-
United Serdangs	170,000	\$1	all	120/-
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

Chinese Imperial 1886 Tls. 767,200 Tls. 250 7% p. annum Par.
VERNON & SMYTH, Share-Brokers.

Virginia Leaf
No. 555.Per 50
75 cents.

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Mark a distinct class of Smokers, men who
would not dream of smoking ordinary kinds.
State Express are the Cigarettes of quality for
men of taste.

STATE EXPRESS No. 555.
Vacuum Tin of 50.

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REDUCED PRICES.

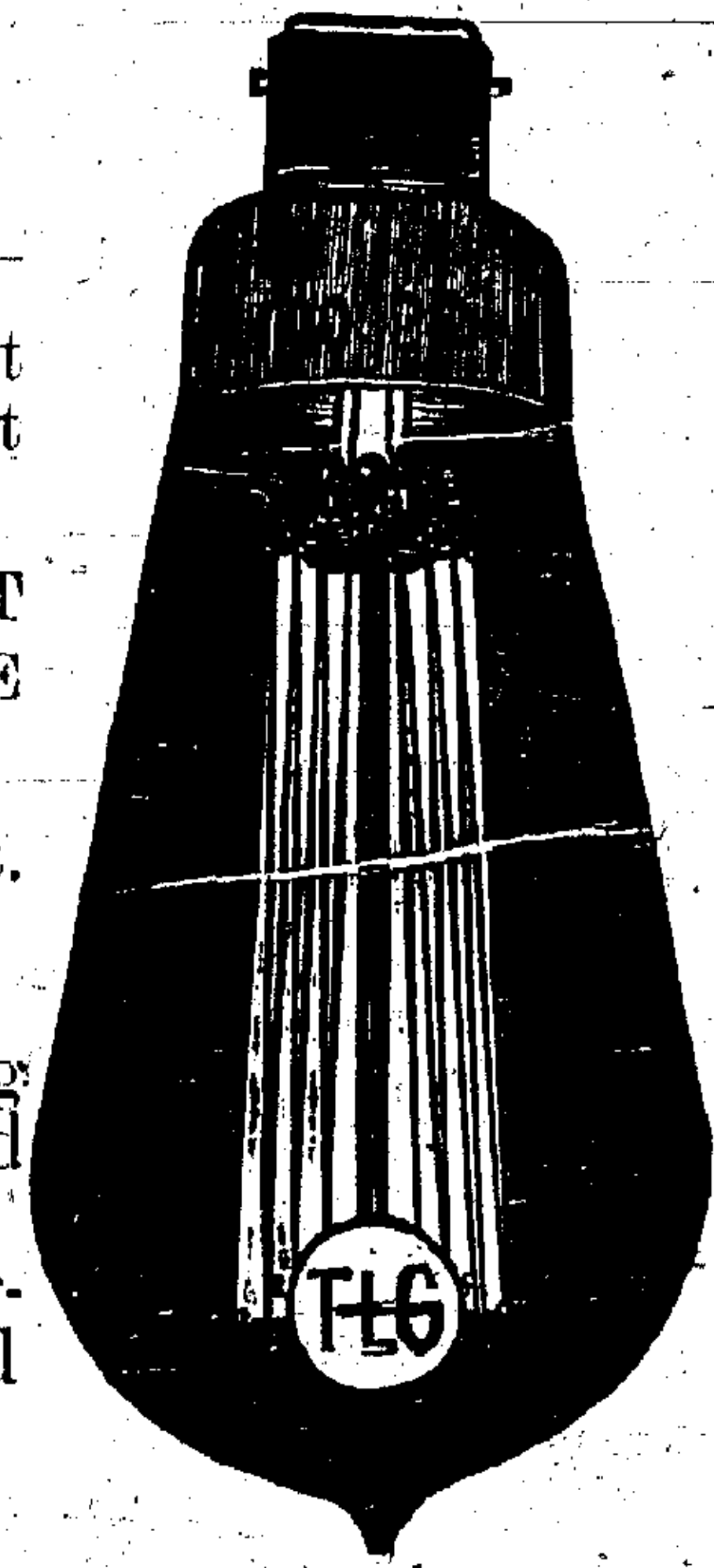
THE F. G. L. METAL FILAMENT LAMPS

Save 75 per cent. current
over carbon filament
lamps.

ARE THE CHEAPEST
AND BEST IN THE
MARKET.

Give agreeable white light.
Little risk of breakage.
Life 2000-3000 hours.
Great constancy of lighting
during the whole period
of burning.
Small pleasing forms, pear-
shaped, plain or frosted
glass.
Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are
advised to keep a record of these numbers, in order to prevent
substitution of broken for sound lamps.



TO-DAY
9 P.M.—Warwick Major's Comedy Co., at
Theatro Royal—"The Case of Rebellious
Susan."

FORTHCOMING EVENTS.